Montana State Library
3 0864 1006 7558 9
S
629.1305
A...
V12 No 1
JAN 61

News Letter

FRANK W. WILEY, DIRECTOR

COMMISSION MEMBERS:
Harold DeSilva, Chairman
H. M. Hendrickson, Vice Chairman
Clarence R. Anthony, Secretary
E. B. Cogswell
Alfred Klingler
H. L. Cummings
Charles A. Lynch

Published by
MONTANA AERONAUTICS COMMISSION
P. O. Box 1698 Helena, Montana

R. J. (Dick) Munroe, Editor

Vol. 12—No. 1

January, 1961

AIRPORT MAINTENANCE SCHOOL SCHEDULED FOR MARCH 16TH AND 17TH

Airport board members, managers, maintenance personnel, private airport owners, and other interested parties will attend a two day Airport Maintenance School March 16th and 17th in Helena.

T. MARK RADCLIFFE, Airport Administrator for the Montana Aeronautics Commission, says "The subject matter covered will be along the lines of practical application rather than lectures."

JIM BURTON, District Engineer for the Asphalt Institute, will conduct classes in: Moisture Problems; Pavement Distress—Type—Causes—Corrective Action; Maintenance Problems; Seal Coats and Rehabilitation; Maintenance Equipment; Methods and Materials for Sealing Cracks in Asphalt Surfaces; Preventive Maintenance; Patching of Asphalt Surfaces and Heater-Planer Operations.

NORMAN BAUMGART, District Engineer for the Portland Cement Company, will give classes in: Subgrade Preparation; Moisture Problems; Frost Heaves, Expansion-Contraction Joints; Reinforcing Steel and Mesh; Crack Sealing; Surface Patching; Cold Weather Operations and Concrete Overlay for Aprons.

MARK RADCLIFFE of the M.A.C. will conduct classes in Drainage and Erosion Control; Spring Maintenance of Turf Surfaces; Planting Operations; Mowing Operations; Gravel and Stabilized Turf Surfaces; Financing and Loan Program for Maintenance Items; and Standard Specifications for Small Airports.

VIC KIESLING, Airport Engineer for the Federal Aviation Agency, will direct classes in: Eligibility for Reconstruction versus Maintenance Items; Preventive Maintenance; Standard Specifications for Air Carrier Airports; and Wind Indicators.

Two panel discussions are scheduled: "Airport Lighting Problems" and "Repair and Maintenance of Airport Beacons."

Dr. Laurence O. Baker, Agronomist from Montana State College will speak on "Grass Surfaces and Weed Control."

All airport maintenance personnel and other interested parties are invited to attend the school. Information will be mailed in the near future concerning registration, lodging and meals.

BASED ON AN ACTUAL CASE
VIOLATION
FLYING AN AIRPLANE IS A SERIOUS JOB, EVERY MINUTE OF IT!
WHEN TWO CHARACTERS ON A JAM SPREE DECIDE TO DO SOME FLYING IT IS VERY SERIOUS ... DANGEROUSLY SO!
IT'S ONLY A SINGLE-SEATER LOUIE, BUT WE CAN FIT!
CRANK 'ER UP HAL!
THEY FINALLY GET THE SHIP STARTED AND TAXI OUT FOR A TAKE OFF
HANG ON. THERE'S NO SEAT BELT BACK THERE
YA ... AND THIS RADIO JUNK IS NO PLEASURE TO SIT ON!
THE FIRST TAKE OFF AND LANDING IS ANYTHING BUT SMOOTH, BUT THEY MAKE IT. THE SECOND LANDING IS WORSE
THAT TREE WE...
LATER THE SAME MORNING
THE INNKEEPER SAYS THEY WERE IN NO CONDITION TO EVEN WALK WHEN THEY LEFT HIS PLACE
THE SHIP'S A TOTAL LOSS LIKEWISE THE TWO MEN!
REPEATING: FLYING AN AIRPLANE IS A SERIOUS JOB. DON'T MAKE FLIGHT PLANS OVER A BAR. A PREFLIGHT DOESN'T INCLUDE MARTINIS!

FLASH
MONTANA CHAMBER OF COMMERCE
— SPONSORING —
ALASKA AIR TOUR
MAY 29 TO JUNE 8
— MORE LATER —

MONTANA AVIATION TRADES ASSOCIATION ANNUAL MEETING IN MARCH

Montana Aviation Trades members will hold their annual meeting March 14th and 15th in Helena, President Gene Mendel announced this week.

The morning of the 14th the F.A.A. will conduct an Aircraft Inspectors School. In the afternoon a school on crop spraying will be conducted by M.A.T.A. members.

After cocktails celebrating the thirty-year anniversary of Morrison Flying Service a dinner and fun evening is planned.

At a breakfast meeting the 15th, Chuck Lynch will chairman a meeting entitled "Safety is our Business."

The remainder of the meeting will consist of talks on accounting, advertising and public relations, and a general business session.

The speaker for the banquet, to be held the evening of the 15th, will be announced later.

TWO MORE UNICOM RADIOS TO BE INSTALLED
122.8

The Montana Aeronautics Commission has purchased two more Unicom sets. They will be installed at Glendive and Chinook. This will bring to 33 the number of Unicoms available for pilot use in Montana under the program of the Aeronautics Commission.

The M.A.C. buys the set and is reimbursed 50 per cent of its cost by the town, county, operator or pilots group requesting installation. M.A.C. personnel install, license and maintain the radios

Check your Montana Airport Directory for Unicom fields.

Use the Unicom frequency but do not abuse it. F.C.C. regulations are very clear in the use that may be made of Unicom:

1. This frequency shall not be used for traffic control.
2. May be used for airport information (conditions of runways, type of fuel, wind direction, weather, availability of food, lodging and ground transportation.)

THREE AVIATION EDUCATION WORK SHOPS PLANNED

MARY JO JANEY, Aviation Education Supervisor for the State Department of Public Instruction, announced that three Aviation Work Shops will be held this coming summer.

One will be held at Eastern Montana College of Education, one at Northern Montana College and the third at a place to be decided later.

Each work shop will be open to twenty enrollees. It is planned that scholarships will be available for teachers in attendance. Regular college credit will be granted for the course; the credit can be applied for re-certification or degree requirements.

Purpose of the workshops is to indoctrinate the general public and educators in the indirect benefits of aviation, i.e., the social, economic and political implications thereof.

Mrs. Janey pointed out the motivation aspects aviation has on children, and that teachers can integrate aviation into all school subjects.

Dates and costs of the course will be announced from the Aviation Education Supervisor's office at a later date.

MEMBER
NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

MORRISON'S TO CELEBRATE 30 YEARS OF FLYING

One of the oldest flying services under continuous operation in Montana will celebrate its thirtieth anniversary on March 14th.

Mrs. E. Morrison Herrin, owner of the Flying Service which was founded by her late husband, R. E. (Red) Morrison, in 1931, will give a cocktail party March 14th to celebrate the founding.

Flight operators, M.A.T.A. members and friends are invited.

R. E. (Red) Morrison

WATCH THOSE MOUNTAIN WAVES

Running a boat upstream over Niagara Falls is comparable to flying an airplane against the wind across a mountain wave. Some of the mysterious crashes in which pilots flew planes into mountains may be explained by mountain waves.

The flow of air in a mountain wave is similar to the flow of water over a dam. The air rises on the windward side of the mountain range, spills over the top, and cascades down the leeward slope. The severity of the updrafts and downdrafts depends upon (1) the height of the mountain range above the valley floors, (2) the velocity of the wind, (3) how nearly to a right angle the wind is striking the mountain and (4) whether there is a jet stream above which accelerates the effect.

Severe waves in the United States are most likely to form in the Rocky Mountain region, but a wave can form over a range of hills only a few hundred feet high when conditions are right. There are plenty of places along the Appalachian ranges in the Eastern United States where a mountain wave can develop.

The severity and effects of the downdraft on the leeward side of a mountain range are almost unbelievable unless you have experienced them. In certain portions of the wave, the downward movement of air may be from 1,000 to 5,000 feet per minute. This may be so smooth that the descent may hardly be noticeable except on the instruments. In other parts of the wave, the turbulence may be severe enough to damage the plane structurally or to throw it completely out of control.

A couple of years ago a DC-3 clipped the end of a wing on a mountain peak. The pilot reported he was operating at 6,500 feet, when he noticed the air speed falling off He increased power and finally with power in excess of climbing power, the plane was still dropping. It contacted the mountain peak at an altitude of 4,500 feet. At no time did the crew feel any sensation of losing altitude.

It is wise to avoid flying across mountain ranges if wind direction and velocity are such that a mountain wave can form. If there is doubt, it is a good rule to detour the mountain.

MOUSE NESTS

During the spring and early summer months airplanes are frequently a nesting place for birds. The birds usually built their nests in fairly conspicuous places.

Mice—this is the time of year they are looking for a warm place for the winter. Their nests are well hidden—in the upholstery, above the head lining, in the insulation and in places not usually available for inspection.

The following is from an FAA bulletin:

A recent report, supported by photographs, was received, disclosing a severe case of corrosion found inside the leading edge of an Ercoupe wing. This condition resulted from excretions by mice nesting inside the wing.

The photographs showed that the main spar extension was eaten off more than halfway and the bottom channel portion of the spar extension was completely missing. Three of the nose ribs were severely damaged. In addition, part of the leading edge was actually missing and the rest of the leading edge was corroded approximately 50 per cent up from the nose section.

The above condition was found during an inspection. Because of the extended damage incurred by corrosion in this particular case, it was more economical to discard the wing than repair it.

While Ercoupe is the example covered in this bulletin, other make and model aircraft could very easily parallel this case. Some aircraft wings have inspection openings which make inspection of the interiors possible. Other aircraft, and particularly Ercoupe, do not normally have inspection openings on the wings where this condition could be seen. Therefore, owners of such aircraft should be made aware of this potentially unfavorable condition.

WARNING, TRANSISTER RADIO OPERATION INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT

Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of intereferne of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: FS-1). This does not apply to portable recorders and dictating machines which meet Military Specifications MIL-I-16910 or other comparable military specifications nor to hearing aids.

AIRPOWER "DOWN ON THE FARM"

At first glance, the airplane looks like a relic of World War I. The pilot wears goggles and operates from an open cockpit. And yet both plane and pilot are as up-to-date as today's jet airliner We are describing, of course, the "crop duster" or the "agricultural aircraft" and "aerial applicator," as they have come to be known.

Agricultural aviation is a booming $107,000,000 industry involving about 5,000 specially-designed aircraft. In 1959, 60 million acres of crops were treated from the air. Fields, orchards, forest lands, and pastures were sprayed, seeded, fertilized, or dusted Birds were chased from rice fields; weeds and brush were killed. Raindrops were shaken from cherry trees, and air was stirred up to prevent frost from forming in orchards. In 1959, 80 percent of all California crops grown were treated in some form from the air. More tons of seed, fertilizer, dust, and spray were dumped on U. S soil than the total weight of all bombs dropped on Germany during World War II. About 75 percent of all this agricultural flying was devoted to insect control.

Many modern agricultural aircraft are old-fashioned in appearance. Uusaully they are small bi-planes. The pilot is exposed to the air, protected from the wind by a windshield. This gives him much-needed visibility for low level flying. Coveralls, goggles, a crash helmet, and shoulder harness complete the pilot's personal equipment.

The first part of his day starts about 3 a.m. and ends just about the time other men start to work. At that time, the air is cool and still—the best time for application Dust settles sooner in the still air; sprays don't evaporate as quickly in the early morning coolness, and the valuable honey bee, still in his hive, is protected from death-dealing sprays and dusts. Frequently aerial application picks up again at sunset when the air begins to cool.

One operator in California flys only at night after checking the fields for power lines, fences, trees, and buildings during the day. "You should have such a good mental picture of it that you could fly with your eyes closed," he says. Taking off from flare-lit dirt roads, he dusts or sprays, flying three to eight feet above the tops of the plants His path is lighted by lamps fastened to his wings. Helpers on the ground signal directions with flashlights.

What would be foolishly dangerous flying for most pilots is routine to skilled agricultural flyers. They must fly low enough so that chemicals strike the plants without the airplane striking fence posts. In fact, agricultural pilots have special permission from the Federal Aviation Agency for low-level flying which would be illegal for others.

The weather and wind conditions are most important —not only in the handling of the plane, but in the dusting, spraying, or seeding operations Weed killers used over one field may be deadly to crops in the next fields. Law suits have arisen because crops were damaged by chemicals drifting over adjoining fields. The agricultural pilot has to work in such a way as to prevent this from happening.

Pilots average about 65 acres an hour. Irregularly-shaped fields increase the flying time needed for coverage. A day's work over 600 acres of such odd-shaped acreage may involve as many as 1,000 turn-arounds. Earnings of agricultural pilots range from $6,000 to $26,000 a year. In good weather an expert pilot (and they must be expert) can earn as much as $250 a day. However, the work is seasonal, and weather further limits the number of good flying days.

Agricultural flying is a specialty. Beginners must be thoroughly experience in flying light aircraft before they start training in aerial application. Only a handful of schools offer such training. Texas Agricultural and Mechanical College, South Dakota State College, and a private school in Nevada conduct such courses. Most agricultural flying operators train their own pilots to handle their planes in the tricky maneuvers required in agricultural flying. The pilots also learn about chemicals, insects, plant diseases, and weeds, and how to handle poisonous chemicals safely.

A large jet passenger plane has three times as much cargo space as a DC-7.

MONTANA PILOTS ASSOCIATION
LETTER FROM PRESIDENT SCOTT STANLEY

Another year has started and your State officers want to wish you one and all a Happy, Prosperous and Safe Flying New Year. With the new year here, many Hangars may be having elections of new officers. This being the case, we would appreciate the names if you will but send them to me at the below address. Some Hangars prefer to run their officers through convention time and have elections after the convention. If this is the case, we would like to have your present list of officers anyway.

This brings up the subject of membership. Starting a new years means collection of dues. Billings has already chalked up 60 paid up members this year and Great Falls follows with 54. As yet, we have not heard from the other Hangars around the State. 1960 ended up with 535 members in your MONTANA PILOT'S ASSOCIATION, and I am sure that the 600 mark can easily be reached for '61.

The Glasgow (Valley) Hangar has informed us to leave May 25-26 open for our State Convention this year. The theme of the convention will be along the Ship Wreck idea. Let's all attend.

It is a pleasure to inform you that your State office has not just been sitting around doing nothing for the past year. In the near future we expect to put out a short resume to all our members as to what we have been doing as an organization to further aviation in our good State of Montana as well as the nation. The biggest thing we have before us now is a bill introduced to the House, No. 225, by the Ways and Means Committee to take $200,000 out of our Montana Aeronautics Commission which will practically curtail our airport development around the State. This we feel is not right as we have one of the best airport development programs in the nation. Therefore, it behooves everyone of us to write our legislators asking them to vote against HB 225. If passed, this will definitely set Montana back in aviation progress. Won't you do your part to further aviation in our State by writing your legislators? If you have any comments on this, please let us know. Don't forget, THIS IS YOUR ORGANIZATION AND THE MONTANA AERONAUTICS COMMISSION IS YOUR COMMISSION. Let the MPA and the MAC work for you.

Yours for safer flying,
Scott Stanley, President
MONTANA PILOTS' ASSOCIATION
P. O. Box 1172
Great Falls, Montana

FAA ESTABLISHING PILOT MEDICAL EXAM "CLINICS"

F.A.A. has informally announced the establishment of a "Research Advisory Group." In a discussion with the Deputy Air Surgeon, the NASAO Washington office was advised that this action was taken in order to obtain the "highest capability among medical specialists" possible, who will make—upon request, and without charge—diagnostic examinations of pilots who have been denied medical certificates.

The F.A.A. representative stated that very often a medical certificate is denied for "lack of evidence" as to the true physical condition of the pilot. One case cited was that of a TWA pilot whose certificate was denied on the basis of a so-called heart attack. When the pilot was subjected to a thorough examination, with equipment not ordinarily available to the average doctor, it was found that there was merely a small defect in the heart valve which resulted in a "bad sound," but the condition was very minor, and the pilot was allowed to retain his position.

The first "clinic" will be located at Georgetown University Hospital and School of Medicine in Washington, D.C., utilizing all members of the staff for diagnoses. Additional Advisory Groups or "clinics" are planned for other sections of the U. S.

The F.A.A. representative estimates that this type of examination may allow about 50 percent of those persons now being denied a certificate to continue flying.

While all equipment will not be available, the first examination by the Georgetown group is scheduled for November 29—January 1 is scheduled date for full operation.

FIX THAT NICK
FAA SEEKS FASTER REPORTING OF LIGHT PLANE PROP FAILURES

Prompted by an increasing number of light plane propeller failures, FAA's Bureau of Flight Standards has called for faster and more complete reporting of failures. FAA said its evaluation of blade failures has been handicapped by lack of information, and requested the cooperation of the aviation industry. Pertinent information sought includes a maintenance and operation history of airframe and engine, a complete history of the propeller, and data on any instances of rough engine operation.

An investigation of representative prop failures conducted recently by the National Bureau of Standards showed that the majority of failures occurred because of (1) fatigue cracks which started at mechanically formed dents, (2) overstressing of the metal due to too many blade straightening or re-pitching operations. Failures occurring at sites of previous repairs indicate that the repairs were improper or that the failure started before the repair was made.

In the fiscal year ending June 30, 1961, civil agencies of the federal government will operate 458 aircraft and helicopters.

JNID

Among pilots, whether they have fifty hours or fifteen thousand, there seem to be two great urges:

1. They all want to fly the newest plane.
2. They want to fly the old ones such as the Jenny, etc. There are those that maintain you are not a qualified pilot unless you have flown the oldest types; white scarf, leather helmet, britches, boots and guts.

For those with urge number 2, we submit the latest instructions on —"How to Fly a Jenny."

1. **INSPECTION:** It is best not to inspect this ship. If you do, you'll never get in.
2. **CAMERA MOUNT:** Lash camera to left wing—tip skid with light wire. Don't bother aiming camera, as vibration will make it useless anyway. Try to avoid banking to the left with camera in position. Also a good idea to avoid right banks too.
3. **CLIMBING IN THE COCKPIT:** Do not attempt to enter the cockpit in the usual way. If you put your weight on the lower wing panel, it will fall off. And besides, your foot will go through the wing, probably breaking your leg. The best way to enter the cockpit is to climb over the tail surfaces and crawl up the turtle back. Be sure to brush gopher and squirrel nests out of the cockpit. Take care not to cut your hands on the remnants of the windshield.
4. **INSTRUMENTS:** After having carefully lowered yourself into the cockpit and groped in vain for the safety belt, take a good look at the instruments; both of them. The one on the right is a tachometer. It doesn't work. The other one is an altimeter, and functioned perfectly until 1918, when the hands came off. Look at them now, when the engine starts —you won't be able to see them.
5. **THROTTLE CONTROL:** Don't bother . . . engine is either ON or OFF.
6. **STARTING THE MOTOR:** The switch is on the right. It doesn't work, for it isn't connected. However, it gives a sense of confidence to the mechanic who is pulling the prop through, as he can hear the switch click when you say "switch off."
7. **WARMING UP:** Don't warm up the engine. It will only run a few minutes anyway and the longer it runs on the ground—the less flying time you have. After the throttle is opened, do not expose any portion of your body outside the cowling. It is not fun having your face slapped by a flying rocker arm or to be peppered with small bits of piston rings, valves, etc., that are continually coming out of the exhaust stacks.
8. **THE TAKE-OFF:** The take-off is in direct defiance of the laws of nature. If you have a passenger, don't try it. If you can keep the engine running long enough you will, after a short wait, achieve flying speed (This is a misnomer). In any event, when plane seems to be traveling real fast, move control stick in various directions until you get the effect you want. If plane leaves the ground, try to remember what you did in case you ever want to try it again.
9. **THE FLIGHT:** After you have dodged trees, windmills, and chimneys until you are over the lake, you will see a large hole in the left side of the fuselage. This hole is to allow the stick to be moved far enough to make a left turn. Don't try one to the right.
10. **THE LANDING:** The landing is made in accordance with the laws of gravity. If the landing gear doesn't collapse on the first bounce, don't worry—it will on the second. After you have extracted yourself from the wreckage and helped the spectators put out the fire, light a cigarette and, with a nonchalant shrug, walk (DON'T RUN) disdainfully away.

—Stolen from Wright Field

GO . . . NO—GO INSTINCT

"The result arrived at after consideration. . ." This is one definition Webster gives for the word DECISION. A pilot in command is faced with many decisions prior to and during a flight—many factors may influence these decisions. When determining whether to make a flight, or if in-flight, when and if you should turn back, here are a few factors that must be given due consideration to insure the safety of your passengers and aircraft: The weather as reported, the weather as encountered enroute, the airworthiness of the aircraft, your familiarity with the terrain, pilot fatigue. DO NOT let the desires, ambitions or plans of your passengers or yourself, or pressing engagements, influence your decisions. Remember—the result may affect not only the pilot, aircraft and passengers, but many who may be directly or indirectly associated with the safe termination of the flight.

As a pilot in command, know what "good practice" decisions should always be made—refresh your memory by noting some of the common errors made—establish in your own mind the go . . . no-go instinct—know your limitations and those of your aircraft. DO NOT EXCEED THEM. Above all, LET NO ONE, no matter what position he may hold in your personal or business affairs, INFLUENCE YOUR DECISION . . . IT'S YOUR RESPONSIBILITY. AFTER ALL, YOU'D BE BETTER OFF LOSING YOUR JOB THAN LOSING YOUR LIFE!

International airlines that are members of the International Air Transport Association must agree on fares and rates between 60,000 pairs of cities on the free world's air network.

M.A.C. SAFETY AND EDUCATION OFFICER APPOINTED

R. J. (Dick) Munroe has been appointed as Safety and Education Officer for the Montana Aeronautics Commission according to the Director, Frank W. Wiley.

Munroe is a Montana native and from Dutton. He is a graduate of Colorado State University where he majored in Education. He served as a B-17 tail gunner on twenty-seven missions in Europe in World War II

After graduating from College in 1949, he entered the U. S Navy and served as a jet pilot. He also graduated from the Navy Lighter-Than-Air School at Lakehurst, New Jersey and is qualified as an air ship first pilot.

He has remained active in the reserve forces and at present is an Army Reserve pilot attached to the First Battle Group, 381st Infantry with the rank of Captain.

After being released from active Navy service in 1953, Munroe was employed by the Colorado Game and Fish Department. In July of 1956, he was employed by the Montana Fish and Game Commission as the first Information and Education Officer. For the past four years, Munroe has had a weekly Fish and Game program on KFBB TV in Great Falls. He also wrote feature articles on wild life which appeared in various Montana papers. His column "Wild Life Notes" has appeared weekly in the Great Falls Tribune.

Munroe served as a pilot for the Fish and Game Commission flying game surveys, fish plants, law enforcement patrols and administrative flights throughout the State. During the past fire season, he flew fire patrol for the United States Forest Service. He is a commercial pilot with over 4,000 hours flying experience in all types of aircraft He is a member of the Montana Pilots Association and the Montana Institute of Arts.

Dick Munroe and his wife Molly, together with their five children now reside in Helena on Monroe Avenue.

1961 MONTANA AIRPORT DIRECTORY AVAILABLE

THE MONTANA AIRPORT DIRECTOBY, NEWEST PUBLICATION OF THE MONTANA AERONAUTICS COMMISSION, IS AVAILABLE TO ALL CUBRENTLY REGISTERED PILOTS. ONE COPY IS FURNISHED FREE AT THE TIME OF REGISTRATION; ADDITIONAL COPIES MAY BE OBTAINED AT $2.00 EACH.

REVIEW MAKES OLD PILOTS

A forced landing is one made under some compulsion of circumstances, such as partial or complete engine failure, adverse weather conditions, or any other factor beyond the control of the pilot which necessitates an emergency landing.

When did you practice a few simulated forced landings last in the type aircraft you are now flying? Remember that new Comanche may glide and maneuver quite a bit differently than the old J-3 in which you received flight training.

Bona fide forced landings account for only a small percent of the total major accidents each year. It would be unsound to attempt to minimize the seriousness of a forced landing when it does come, but it is important to point out that very few fatalities result from the type forced landing we think of as typical (landing on rough terrain, flipping over, ground looping, or collision with an object during the approach). What the pilot does not realize is that usually in a fatal accident following an engine failure, the aircraft is found with the nose in the ground and tail in the air. This can only mean that the greatest hazard following engine failure is loss of control of the airplane because the pilot attempted to maneuver excessively and abruptly. An airplane can spin only with the pilots help. When an engine failure occurs, the pilot should instantly regard spinning the airplane as a major risk, and he should realize that a spin is usually started in a turn.

Since engines still fail and pilots occasionally misjudge their fuel supply, it is a reasonable pilot who trains himself to act properly and promptly in such an emergency. If he is to make a successful landing, simulated forced landing practice, with its attendant development of coolness, judgment and technique, becomes an important review item.

Only 20 percent of the earth's surface is covered by regular weather reporting and observation systems.

REMINDER. "Certificate of Registration" for any aircraft must be displayed at all times in aircraft, permanently affixed, at the cabin door or cockpit entrance in such a manner that it is legible to passengers or crew. (Revised Sec. 501.9 of Part 501, Regulations of the Administrator)

JOKE POT . . .

Little Johnnie, being reprimanded by his teacher for being tardy for school, demonstrated with the following excuse

"Ma woke Pa up in the middle of the night saying she beard something in the hen house. Pa, who sleeps in the raw, grabbed his loaded shotgun and ran out into the yard Pa stood there, with his gun pointing at the chicken house waiting for something to come out when our old hound dog came up behind Pa with his cold nose . . . and we've been cleaning chickens since three o'clock this morning."

AIRCRAFT CENSUS

The Montana Aeronautics Commission IBM Records show the following listing of aircraft by counties as of Jan., 1961 Billings is way out in front.

County	No. of Aircraft	County	No. of Aircraft
Beaverhead	21	Meagher	4
Big Horn	27	Mineral	3
Blaine	30	Missoula	82
Broadwater	3	Musselshell	10
Carbon	8	Park	18
Carter	20	Petroleum	5
Cascade	103	Phillips	20
Chouteau	62	Pondera	44
Custer	24	Powder River	10
Daniels	17	Powell	4
Dawson	39	Prairie	5
Fallon	13	Ravalli	9
Fergus	33	Richland	15
Flathead	14	Roosevelt	33
Gallatin	40	Rosebud	9
Garfield	7	Sanders	7
Glacier	40	Sheridan	37
Golden Valley	2	Silver Bow	21
Granite	1	Stillwater	23
Hill	63	Sweetgrass	12
Jefferson	1	Teton	22
Judith Basin	5	Toole	26
Lake	14	Valley	55
Lewis & Clark	41	Wheatland	4
Liberty	10	Wibaux	3
Lincoln	13	Yellowstone	213
McCone	12		
Madison	5	TOTAL	1,362

F.A.A. QUARTERLY INSPECTION ITINERARY

City	Airport	Dist. Dist Off	Jan.	Feb.	Mar.
Billings	Municipal	GADO-23	9-16-23-30	6-13-20-27	6-13-20-27
Bozeman	Gallatin Field	GADO-23	18''-19*	15*-16''	15*-16''
Butte	Silver Bow Co.	GADO-23		14	
Glasgow	Municipal	GADO-23	11	8	8
Glendive	Municipal	GADO-23	18	15	15
Great Falls	International	GADO-23	11*-12''	8''-9*	8''-9''
Havre	City-County	GADO-23		7	
Lewistown	Municipal	GADO-10	25		
Miles City	Municipal	GADO-10	19	16	16
Missoula	Missoula Co.	GADO-10	25''-26''	23*-24''	29''-30*
Plentywood	Mun & County	GADO-10		9	
Wolf Point	Anderson & Mun.	GADO-10	12		9

*Written Examinations Only
''Flight Tests Only

FOR SALE—J-3 with 90 HP Cont. Metal prop and metal Spurs. Good condition—licensed until May, 1961. Contact Floyd Kemph, Custer, Montana.

FOR SALE—1947 Cessna 140—NC1798V, total time 1,250. Less than 125 hrs since new pistons, II. cylinders, bearings, and valves on 85 h.p. Cont. Metal prop, landing light, wheel extensions. Heavy duty brake discs with new style clips, mall tail wheel, rate of climb, needle ball, sensitive alt., recording tac. New battery, color—original green and aluminum. Fabric very good. Licensed to September, 1961. Radio, Mitchell VHF & Omni. Price with radio and omni—$2,550.00—Price without radio—$2,350.00. Contact Guy N. Stormont, Box 981, Laurel, Phone 52.

FOR SALE—Late 1946 415 C Ercoupe, Narco VHF Trans. with LF Receiver and Broadcast Bands, Sens. Altimeter, 8-Day hours clock Engine hour meter, Day-Glo paint, new upholstery. $2,500. Contact Rev. W. R. Leisy, Box 469, Hamilton, Montana, Phone 431.

RADIO STOLEN—Super Homer VH-T2 and antennas. Stolen January 8th from Piper Pacer N2162A at Twin Bridges. If you have information on this stolen radio, contact Byron Byers, Twin Bridges.

U. S. POSTAGE
PAID
HELENA, MONT.
Permit No. 2

Mrs. Loretta B. Peck
School of Mines
Butte, Montana

MONTANA AERONAUTICS COMMISSION
ORO Y PLATA

News Letter

P. O. Box 1698
Helena, Montana

HOUSE BILL NO. 225

INTRODUCED BY PAGE, STEARNS, STRANAHAN, NELSTEAD, GUSTAFSON,
BROEDER, CRUM, HILLING, LOMAN AND SCHYE

A BILL FOR AN ACT ENTITLED: "AN ACT PROVIDING FOR THE TRANSFER TO THE GENERAL FUND OF THE STATE OF MONTANA THE SUM OF $200,000 CONSTITUTING THE PRESENT SURPLUS IN THE STATE AVIATION FUND OVER AND ABOVE THE AMOUNT ACTUALLY REOUIRED TO CARRY OUT THE PURPOSES FOR WHICH SAID FUND WAS CREATED; REQUIRING THE STATE TREASURER TO WITHDRAW FROM THE STATE AVIATION FUND SAID SUM OF $200,000 AND TO DEPOSIT THE SAME TO THE CREDIT OF THE GENERAL FUND; REPEALING ALL ACTS AND PARTS OF ACTS IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section1. The sum of $200,000, constituting the present surplus in the state aviation fund over and above the amount actually required to carry out the purposes for which said fund was created is hereby transferred from said state aviation fund to the general fund of the State of Montana

Section 2. The State Treasurer of the State of Montana shall forthwith withdraw from the state aviation fund said sum of $200,000 and deposit the same to the credit of the general fund of the state.

Section 3. All acts and parts of acts in conflict herewith are hereby repealed.

Section 4. This act shall be in full force and effect from and after its passage and approval.